

What is claimed is:

1. Lowerable motor vehicle roof, comprising:

a rigid front roof element,

a rigid rear roof element,

a driving connecting rod mechanism which is located on each lateral side of the roof, said driving connecting rod mechanism being connected to the front roof element for moving it between a closed position and a stowed position which is lowered in a convertible top compartment of a motor vehicle along a path which at least partially overlaps rear roof element and entrains the rear roof element into the stowed position,

wherein the connecting rod mechanism, at each of said lateral sides, engages the front roof element, comprises a double rocker with two successive mechanism connecting rods which are couplable at one end to a vehicle body at body-side coupling points and an opposite end to the front roof element and comprises a connecting rod which is coupled at one end to one of the mechanism connecting rods and at a second end to the rear roof element, and

wherein a sliding guide is provided for movably guiding the front roof element and the rear roof element in a lengthwise direction relative to one another.

2. Lowerable motor vehicle roof as claimed in claim 1, wherein the body-side coupling points of the mechanism connecting rods are located underneath a vehicle roof plane in an area between a closed position and a lowered position of the front roof element.

3. Lowerable motor vehicle roof as claimed in claim 1, wherein the connecting rod is coupled at one end to a middle area of the respective mechanism connecting rod and at an opposite end at an area of the second roof element located near the convertible top compartment.

4. Lowerable motor vehicle roof as claimed in claim 1, wherein the connecting rod is coupled to a one of the two successive mechanism connecting rods which is nearer to the second roof element and to the second roof element.

5. Lowerable motor vehicle roof as claimed in claim 1, wherein the mechanism connecting are curved so as to leave side window areas of the motor vehicle free when the motor vehicle roof is closed.

6. Lowerable motor vehicle roof as claimed in claim 1, wherein the sliding guide comprises at least one longitudinally extending guide rail which is located on one of the roof elements, and into which fits a slider which is located in an area of a contact edge of the other of the roof elements.

7. Lowerable motor vehicle roof as claimed in claim 6, wherein the at least one longitudinally extending guide rail comprises two guide rails which are located in an area of side edges of the rear roof element and into which a respective slider on the front roof element fits.

8. Lowerable motor vehicle roof as claimed in claim 6, wherein the slider is movable essentially perpendicular to a plane of the respective roof element between an inserted position in which facing contact edges of the two roof elements are flush with one another, and an extended position in which said contact edges are vertically offset relative to one another, the slider being lockable in said inserted and extended positions.

9. Lowerable motor vehicle roof as claimed in claim 8, wherein the contact edge of the rear roof element is above the contact edge of the front roof element in the extended position of the slider.

10. Motor vehicle with a lowerable roof, comprising:
a vehicle body having a convertible top compartment located in a rear area thereof,
a rigid front roof element,
a rigid rear roof element,
a driving connecting rod mechanism which is located on each lateral side of the roof, said driving connecting rod mechanism being connected to the front roof element for moving it between a closed position and a stowed position which is lowered in a convertible top

compartment of a motor vehicle along a path which at least partially overlaps rear roof element and entrains the rear roof element into the stowed position,

wherein the connecting rod mechanism, at each of said lateral sides, engages the front roof element, comprises a double rocker with two successive mechanism connecting rods which are coupled at one end to the vehicle body at body-side coupling points and an opposite end to the front roof element and comprises a connecting rod which is coupled at one end to one of the mechanism connecting rods and at a second end to the rear roof element, and

wherein a sliding guide is provided for movably guiding the front roof element and the rear roof element in a lengthwise direction relative to one another.

11. Motor vehicle as claimed in claim 10, wherein the body-side coupling points of the mechanism connecting rods are located underneath a vehicle roof plane in an area between a closed position and a lowered position of the front roof element.

12. Motor vehicle as claimed in claim 10, wherein the connecting rod is coupled at one end to a middle area of the respective mechanism connecting rod and at an opposite end at an area of the second roof element located near the convertible top compartment.

13. Motor vehicle as claimed in claim 1, wherein the connecting rod is coupled to a one of the two successive mechanism connecting rods which is nearer to the second roof element and to the second roof element.

14. Motor vehicle as claimed in claim 1, wherein the mechanism connecting are curved so as to leave side window areas of the motor vehicle free when the motor vehicle roof is closed.

15. Motor vehicle as claimed in claim 1, wherein the sliding guide comprises at least one longitudinally extending guide rail which is located on one of the roof elements, and into which fits a slider which is located in an area of a contact edge of the other of the roof elements.

16. Motor vehicle as claimed in claim 6, wherein the at least one longitudinally

extending guide rail comprises two guide rails which are located in an area of side edges of the rear roof element and into which a respective slider on the front roof element fits.

17. Motor vehicle as claimed in claim 15, wherein the slider is movable essentially perpendicular to a plane of the respective roof element between an inserted position in which facing contact edges of the two roof elements are flush with one another, and an extended position in which said contact edges are vertically offset relative to one another, the slider being lockable in said inserted and extended positions.

18. Motor vehicle as claimed in claim 17, wherein the contact edge of the rear roof element is above the contact edge of the front roof element in the extended position of the slider.